Measures to reduce expenditure and increase earnings

1198. SHRI GHUFRAN AZAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have contemplated any measures to reduce expenditure and increase earnings in the railways;

(b) if so, the details thereof;

(c) whether Government propose to close the uneconomic branch lines on which railways are losing crores of rupees every year; and

(d) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI AJAY SINGH): (a) Yes, Sir.

(b) It is the constant endeavour of the Railways to reduce expenditure and increase earnings. Some of the specific measures being adopted for containing expenditure are listed below: —

1. Review of working of uneconomic branch lines in order to make them viable.
2. Closure of steam sheds and other sub-optimal activities, with plans for re-deployment of staff rendered surplus.
3. Economy in energy consumption— coal, diesel, electricity.
4. Curbs on fuel consumption of road vehicles.
5. Review of purchase of general purpose stores items.
6. Checks on local purchases and purchase of non-stock items, with particular reference to reasonableness of quantities and rates.

7- Curbs on expenditure on items like advertisement, entertainment etc.

In the matter of maximising the earnings and raising additional resources, the following areas have been identified for attention on priority:

1. Better marketing efforts.
2. Plugging of leakages in earnings.
3. Increasing revenue from railway land by commercial exploitation and removal/prevention of encroachments.
4. Stepping-up of commercial publicity; and
5. Realising the full potential for revenue from private catering units and stalls at railway stations.

(c) The policy is to consider closure of only those uneconomic branch lines where adequate, mean's of transport exist and whose continuance is not required to meet the transport needs of the area. However, at present there is no such proposal.

(d) Does not arise.

Policy regarding demolition of unauthorised Buildings

1199. SHRI GHUFRAN AZAM: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether the Municipal Corporation of Delhi do not have any clear cut policy on demolition of unauthorised commercial/residential buildings which have come up in a large number during the past few years;

(b) if so, whether Government propose to direct MCD to adopt clear cut policy and demolish all such illegal constructions/encroachments held dur_ ing the Past few years; and

(c) if so, the details thereof

THE MINISTER OF URBAN DEVELOPMENT (SHRI MURASOLI MA-RAN): (a) to (c) There is no ambiguity in the policy; all unauthorised constructions, both residential and commercial, are actionable under the provisions of the D.M.C. Act, 1957 as

amended in l985 and as such no separate directions in this regard are necessary.

Amendment of emigration Act

1200. SHRI GHUFRAN AZAM: Will the Minister of LABOUR be pleased to state:

(a) whether Government propose to amend the Emigration Act in order to make it more effective to monitor the flow of Indian workers abroad and to protect their interests;

(b) if so, the details of the amend ments likely to be made in the Emi gration Act;

(c) whether Government propose to have views of the State Governments also before amending the Act; and

(d) if so, the details thereof and to what extent the amendments would curb illegal manpower export to other countries?

THE MINISTER OF LABOUR AND WELFARE (SHRI RAM VILAS PASWAN): (a) and (b) There are no firm proposals in this regard so far.

(c) Question does not arise in view of answer (a) & (b) above.

(d) The Emigration Act, 1983 and the ■ Rules made thereunder already contain various provisions intended to check illegal manpower export.

, .Scarcity of Wheelsets

1201. SHRI GHUFRAN AZAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether the wagon Industry in the country has been languishing for long due to scarcity of wheelsets produced by its own Wheel and Axle Plan (WAP) at Bangalore;

(b) if so, the total production of wheelsets made by Wheels Axle Plant during the past three years and the number of wheelsets imported by Go vernment during the last three years;

(c) whether Government have taken any steps to improve the production capacity of wheelsets in the country; and

(d) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI AJAY SINGH) (a) and (b) No, Sir. There has been an upward trend in wagon production from 1987-88 onwards, as will be seen from the figures given below: —

Year	Production in terms of Four Wheelers
1987-88.	15,898
1988-89.	21,535
1989.90.	23,626
1990-91.	23,000 (Target)

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1989-90	23,626
1990-91	23,000 (Target)

Requirements of wheelsets for the above level of wagon production are beyond the capacity of Wheel & Axle Plan, Bangalore (WAP) and balancing imports are necessary. Detailed below is the position of supply of wagon wheelsets and orders placed for imports.—

Year	Supplied *by* Wheel & Axle Plant	Orders tor Imports
1987-88	23,007	8,494
1988-89	19,035	6,950
1989-1990	21,390	13,005